

The Greatest Sporting Goods Store in the World

Shedding Your Skin

Give your natural self—your cave-man instinct—a breathing space, under the roof of the world.

Shed your city cuticle—shuck off your starched collar and your enervating clothes—find contentment in a tent.

For it is June time, when the mossy brooks and the squirrels and the stars are waiting to help you rebuild your worn-out nerves.

The Abercrombie & Fitch store is prepared to equip you for the forest.

Tents, Canoes and Camp Outfits

The A. & F. Protecto duck tent—a convenient, handsome, gloriously cool summer home.

From \$15 up—any size you want.

A place to put it—a delightfully located spot within commuting distance of New York, for \$5 a month.

Taker tents, wall tents, canoe tents, automobile tents—the celebrated A. & F. tents, known the world over. From \$5.00 up.

Canoes for the vacationist or the explorer, from \$35.00 up.

Camping outfit, camp furniture, sleeping bags, hammocks, mess kits, racks, army and camp blankets, electric camp lights, medicine kits, knives, axes.

Fishing tackle for salmon, trout and bass, and for salt water fish, from flounders to jewfish—every kind of gun, from an air rifle to an elephant gun.

Abercrombie & Fitch Outdoor Apparel

Sport suits and camp dresses which set the standard for women.

Smart as they are practical.

Sport shirts, shirts, hats and shoes—the accepted apparel for the traveler, the motorist, the tennis player, the golfer.

Men's Sporting Clothes

The largest line of men's sporting apparel in the world.

Tipperary Tweed golf socks, silk and wool, \$1.75. Exclusive agency for America.

White linen crash golf suit, \$25.00. Bathing suits, \$3.50 up.

Country House Games for the Guests

Making every hour one of enjoyment.

All the fashionable games and lawn sports.

English archery, tennis, rackets and balls, court supplies, lawn bowls, quoits, duck-on-a-rock, boomerangs, clock golf, badminton.

A. & F. hand-made golf clubs, fitted to you by experts—and a complete line of golf goods.

Store Closes 5:30 P. M. Saturdays at 12 o'clock.

Write for Booklet on Women's Sport Clothes for Summer.

Abercrombie & Fitch Co.

53-57 West 36th St., New York

FRANK'S COUNSEL ATTACKS CONLEY IN FINAL APPEAL

Insists Negro's Story Was Invention to Divert Suspicion.

CONCLUDE HEARING BEFORE GOVERNOR

Decision Expected To-morrow or Saturday—Execution Set for Tuesday.

[By Telegraph to The Tribune.] Atlanta, Ga., June 16.—The fate of Leo M. Frank, condemned to die for the murder of Mary Phagan, rests now with Governor Slaton. The prisoner's plea for commutation was completed late today.

The Governor is studying the records of the case. He announced that he would come to a decision as soon as possible. It is not expected before Friday or Saturday.

Next Tuesday, June 22, is the date set for Frank's execution. The conclusion of the proceedings before the Governor exhausted the last resource which Frank may employ to escape the gallows.

To-day's session was taken up with an address by William H. Howard in behalf of Frank. He covered every detail of the case. He was interrupted frequently by Governor Slaton and at times by Solicitor Dorsey. During the afternoon session many women were present, but owing to the size of the room, they were obliged to stand on chairs in the doorway to watch the proceedings.

Attacks Conley's Testimony.

Mr. Howard attacked the testimony of state witnesses and sought to convince the Governor of alleged inconsistencies and contradictions in the testimony and affidavits of Jim Conley, the negro who served a prison term as an accessory after the murder. He asserted repeatedly that Conley's story was an invention of his own mind, designed to divert suspicion from himself.

"Taking Solicitor Dorsey's proposition in his argument to eliminate the testimony of Jim Conley, the negro, and there is not a single circumstance of sufficient weight to influence a verdict against Frank," declared Howard.

Mr. Howard contended that the "murder notes" which Conley swore he wrote at Frank's dictation, and which were found beside Mary Phagan's body, established the negro's connection with the crime.

"We contend the evidence shows the yellow paper on which one note was written was in the basement of the pencil factory," said Mr. Howard, "that Conley got it there and wrote the notes there. The record shows that no original pieces of paper like the order blank on which the note was written were in Frank's office or in the factory's stock. The record shows that a Mr. Becker, former employee of the factory, before he left his position, bundled up all the used order blanks, including the series in which this particular yellow sheet appeared, and sent them to the basement to be burned. This yellow murder note shows that the order blank was used in the year 1909. Mary Phagan was killed in April, 1913."

Would Acquit in Half Hour.

"Take the name of Leo Frank out of this case," declared Howard, "forget all that has passed in the last two years, give me a public mind that is a clean slate, and put this case in any county in Georgia and I will acquit this defendant in thirty minutes."

Mr. Howard declared that by the testimony of the state's witnesses the record showed Mary Phagan was not in the pencil factory at the time the prosecution contended Frank killed her. He also declared the record showed that the girl had not arrived at Frank's office at the time Conley said he had already destroyed the body.

The attorney presented to the Governor a weekly financial sheet of the factory which he declared Frank had made up the day the girl was murdered.

"We contend," he said, "that a person could not have made out this complicated statement after he had committed such a foul murder."

Mr. Howard said the state set up two primary facts as corroborating Conley's testimony—the finding of hair on a lathe handle in the metal room of the factory and the discovery of a few blood spots near the dressing room.

"But the prosecution did not or could not prove that the hair was that of Mary Phagan," asserted Mr. Howard. "No one testified it was her hair. The cut in the girl's head was two and a half inches long and went through the scalp to the skull, and yet no blood was found under the machine. The state contended she staggered thirty feet from the machine to the point where Conley testified he found the body on the office floor, yet there was no blood along the floor and none at the elevator or in it, yet Conley said he took the body from the office floor to the basement in the elevator."

"The piece of bed ticking in which Conley said the body was wrapped and carried could not be produced to corroborate his story. No one ever saw such ticking on that floor."

Thomas Hardwick, United States Senator, denied statements published recently that he had written a letter to Governor Slaton urging clemency for Frank. He said that the reason for this denial was that he wanted making it known that he had not expressed himself at all regarding the Frank case.

THE BOY ON THE FARM TO-DAY.

"Does the boy want to leave the farm? Well, whose fault is that?" asks a contributor to "Farm and Fireside."

"Has he been useful? Has he ever been told that he is useful?"

"Has he an interest in the farming? Does he own any livestock? Does his father help the boy as cheerfully as he expects the boy to help him?"

"To be sure, when I was a boy I had to work hard, and didn't expect any pay for it. I was expected to obey my parents. I was up in the morning to build the fire, and it was my frost-bitten fingers that unlocked the barn door at daybreak."

"But that was a long time ago. In those days there wasn't a town every few miles, with motion picture shows, sweetshops and tempting jobs which pay real money. Things have changed."

1,000 TONS COAL SAVED ON DEATH VOYAGE OF LINER

Lusitania Passenger Gives Figures Received from Staff Captain.

INQUIRY EXPECTED TO CLOSE TO-DAY

Shortage of Fuel and Firemen Admitted by Cunard Officer at the Hearing.

London, June 16.—Baron Mersey, President of the Court of Inquiry into the sinking of the steamship Lusitania, intimated this afternoon that the investigation would soon be ended. The Baron said his mind was quite satisfied as to the most important questions—the speed of the vessel at the time she was attacked, and the absence of British destroyers as an escort. He believed the court had before it all the evidence it was likely to obtain relative to the alleged shortage of officers and the use of boats at the time of the catastrophe.

Counsel connected with the case were inclined to believe to-morrow would be the last day.

One of the points elicited to-day was that there was only one boat drill during the voyage. On that occasion some members of the crew, in lifeboats, swung out a lifeboat and jumped in. This drill lasted only a few minutes.

1,000 Tons of Coal Saved.

The coal saved during the voyage by cutting off six of the twenty-five boilers amounted to 1,000 tons, according to the testimony of a passenger, who said he received this information from Staff Captain Anderson.

Examination of the Lusitania by divers from a neutral country, with a view to ascertaining the state of the boiler room, was suggested in the House of Commons to-day by Laurence Ginnell. The practicability of this suggestion was questioned by Walter Hume, president of the Board of Trade, owing to the depth at which the vessel is lying and because that locality is free of hostile craft. Mr. Hume said he thought there would be no difficulty in the way of ascertaining all the material facts by means of a Board of Trade inquiry.

Speed Believed Sufficient.

When to-day's inquiry before Baron Mersey began, Alfred A. Booth, chairman of the board of the Cunard Steamship Company, was placed on the stand. The Attorney General, Sir Edward Carson, asked Mr. Booth why it was that the Lusitania was economizing by using only nineteen of her twenty-five boilers at the time she was sunk. Mr. Booth replied that the company was concerned, there is no difference between 21 and 24.5 knots, Mr. Booth replied.

Sir Edward then asked whether there was any difference between 18 knots, the speed at which the Lusitania was proceeding when attacked, and 24.5 knots. Mr. Booth replied that no steamer making more than 14 knots was known to have been struck by a torpedo from a submarine until the Lusitania was hit.

The witness said the Cunard Company was unable to communicate with the vessel by wireless, except through the Admiralty, and therefore had given no wireless instructions to Captain Turner. General instructions given previously covered the closing of the water-tight compartments, the swinging out of boats on entering the danger zone, and the order to blow down to take on a pilot or to lie off Liverpool for the tide. It was left to Captain Turner's discretion to arrange the time of the vessel's arrival.

Reads of Warnings.

The witness said that all he knew relative to warnings issued to intending passengers was what he had read in English newspapers, having received no dispatch on the subject from the New York office of the company.

Mr. Booth was cross-examined by an attorney representing survivors as to whether the company "took any steps to prevent the Lusitania from entering the war zone on a schedule." The witness replied that he did not know what schedule time meant, but that Captain Turner had entire discretion.

Mr. Booth said he received no word from Captain Turner during the voyage. On the morning of the day the Lusitania was torpedoed the Cunard Company asked the Admiralty to communicate with the ship concerning threats against it.

The attorney for the survivors asked Mr. Booth whether he had heard of the Lusitania being run, for reasons of economy, merely to pay expenses. The witness said the bookings of first and second class passengers were nearly normal, but that the number of steerage passengers was only one-third the normal, which occasioned a loss.

Mersey Supports Booth.

Donald MacMaster, representing the Canadian government, asked Mr. Booth whether there had been installed on the Lusitania an apparatus for the detection of submarines. The witness responded he had no knowledge of the apparatus, but that Mr. MacMaster then asked whether, by calling out both watches, all the boilers could have been worked. Baron Mersey, president of the court, then intervened, saying: "What difference would the speed make?" He pointed out that the testimony thus far taken indicated that a speed of 18 knots might have

LEADS TITLE GUARANTEE AND TRUST CO

Capital . . . \$ 5,000,000 Surplus (all earned) 11,000,000

176 B'way, N. Y. 175 Remsen St., B'klyn. 350 Fulton St., Jamaica.

There was any difference between 18 knots, the speed at which the Lusitania was proceeding when attacked, and 24.5 knots. Mr. Booth replied that no steamer making more than 14 knots was known to have been struck by a torpedo from a submarine until the Lusitania was hit.

The witness said the Cunard Company was unable to communicate with the vessel by wireless, except through the Admiralty, and therefore had given no wireless instructions to Captain Turner. General instructions given previously covered the closing of the water-tight compartments, the swinging out of boats on entering the danger zone, and the order to blow down to take on a pilot or to lie off Liverpool for the tide. It was left to Captain Turner's discretion to arrange the time of the vessel's arrival.

Reads of Warnings.

The witness said that all he knew relative to warnings issued to intending passengers was what he had read in English newspapers, having received no dispatch on the subject from the New York office of the company.

Mr. Booth was cross-examined by an attorney representing survivors as to whether the company "took any steps to prevent the Lusitania from entering the war zone on a schedule." The witness replied that he did not know what schedule time meant, but that Captain Turner had entire discretion.

Mr. Booth said he received no word from Captain Turner during the voyage. On the morning of the day the Lusitania was torpedoed the Cunard Company asked the Admiralty to communicate with the ship concerning threats against it.

The attorney for the survivors asked Mr. Booth whether he had heard of the Lusitania being run, for reasons of economy, merely to pay expenses. The witness said the bookings of first and second class passengers were nearly normal, but that the number of steerage passengers was only one-third the normal, which occasioned a loss.

Mersey Supports Booth.

Donald MacMaster, representing the Canadian government, asked Mr. Booth whether there had been installed on the Lusitania an apparatus for the detection of submarines. The witness responded he had no knowledge of the apparatus, but that Mr. MacMaster then asked whether, by calling out both watches, all the boilers could have been worked. Baron Mersey, president of the court, then intervened, saying: "What difference would the speed make?" He pointed out that the testimony thus far taken indicated that a speed of 18 knots might have

The witness said the Cunard Company was unable to communicate with the vessel by wireless, except through the Admiralty, and therefore had given no wireless instructions to Captain Turner. General instructions given previously covered the closing of the water-tight compartments, the swinging out of boats on entering the danger zone, and the order to blow down to take on a pilot or to lie off Liverpool for the tide. It was left to Captain Turner's discretion to arrange the time of the vessel's arrival.

Reads of Warnings.

The witness said that all he knew relative to warnings issued to intending passengers was what he had read in English newspapers, having received no dispatch on the subject from the New York office of the company.

Mr. Booth was cross-examined by an attorney representing survivors as to whether the company "took any steps to prevent the Lusitania from entering the war zone on a schedule." The witness replied that he did not know what schedule time meant, but that Captain Turner had entire discretion.

Mr. Booth said he received no word from Captain Turner during the voyage. On the morning of the day the Lusitania was torpedoed the Cunard Company asked the Admiralty to communicate with the ship concerning threats against it.

The attorney for the survivors asked Mr. Booth whether he had heard of the Lusitania being run, for reasons of economy, merely to pay expenses. The witness said the bookings of first and second class passengers were nearly normal, but that the number of steerage passengers was only one-third the normal, which occasioned a loss.

Mersey Supports Booth.

Donald MacMaster, representing the Canadian government, asked Mr. Booth whether there had been installed on the Lusitania an apparatus for the detection of submarines. The witness responded he had no knowledge of the apparatus, but that Mr. MacMaster then asked whether, by calling out both watches, all the boilers could have been worked. Baron Mersey, president of the court, then intervened, saying: "What difference would the speed make?" He pointed out that the testimony thus far taken indicated that a speed of 18 knots might have

The witness said the Cunard Company was unable to communicate with the vessel by wireless, except through the Admiralty, and therefore had given no wireless instructions to Captain Turner. General instructions given previously covered the closing of the water-tight compartments, the swinging out of boats on entering the danger zone, and the order to blow down to take on a pilot or to lie off Liverpool for the tide. It was left to Captain Turner's discretion to arrange the time of the vessel's arrival.

Reads of Warnings.

The witness said that all he knew relative to warnings issued to intending passengers was what he had read in English newspapers, having received no dispatch on the subject from the New York office of the company.

Mr. Booth was cross-examined by an attorney representing survivors as to whether the company "took any steps to prevent the Lusitania from entering the war zone on a schedule." The witness replied that he did not know what schedule time meant, but that Captain Turner had entire discretion.

Mr. Booth said he received no word from Captain Turner during the voyage. On the morning of the day the Lusitania was torpedoed the Cunard Company asked the Admiralty to communicate with the ship concerning threats against it.

The attorney for the survivors asked Mr. Booth whether he had heard of the Lusitania being run, for reasons of economy, merely to pay expenses. The witness said the bookings of first and second class passengers were nearly normal, but that the number of steerage passengers was only one-third the normal, which occasioned a loss.

Mersey Supports Booth.

Donald MacMaster, representing the Canadian government, asked Mr. Booth whether there had been installed on the Lusitania an apparatus for the detection of submarines. The witness responded he had no knowledge of the apparatus, but that Mr. MacMaster then asked whether, by calling out both watches, all the boilers could have been worked. Baron Mersey, president of the court, then intervened, saying: "What difference would the speed make?" He pointed out that the testimony thus far taken indicated that a speed of 18 knots might have

The witness said the Cunard Company was unable to communicate with the vessel by wireless, except through the Admiralty, and therefore had given no wireless instructions to Captain Turner. General instructions given previously covered the closing of the water-tight compartments, the swinging out of boats on entering the danger zone, and the order to blow down to take on a pilot or to lie off Liverpool for the tide. It was left to Captain Turner's discretion to arrange the time of the vessel's arrival.

Reads of Warnings.

The witness said that all he knew relative to warnings issued to intending passengers was what he had read in English newspapers, having received no dispatch on the subject from the New York office of the company.

Mr. Booth was cross-examined by an attorney representing survivors as to whether the company "took any steps to prevent the Lusitania from entering the war zone on a schedule." The witness replied that he did not know what schedule time meant, but that Captain Turner had entire discretion.

Mr. Booth said he received no word from Captain Turner during the voyage. On the morning of the day the Lusitania was torpedoed the Cunard Company asked the Admiralty to communicate with the ship concerning threats against it.

The attorney for the survivors asked Mr. Booth whether he had heard of the Lusitania being run, for reasons of economy, merely to pay expenses. The witness said the bookings of first and second class passengers were nearly normal, but that the number of steerage passengers was only one-third the normal, which occasioned a loss.

Mersey Supports Booth.

Donald MacMaster, representing the Canadian government, asked Mr. Booth whether there had been installed on the Lusitania an apparatus for the detection of submarines. The witness responded he had no knowledge of the apparatus, but that Mr. MacMaster then asked whether, by calling out both watches, all the boilers could have been worked. Baron Mersey, president of the court, then intervened, saying: "What difference would the speed make?" He pointed out that the testimony thus far taken indicated that a speed of 18 knots might have

The witness said the Cunard Company was unable to communicate with the vessel by wireless, except through the Admiralty, and therefore had given no wireless instructions to Captain Turner. General instructions given previously covered the closing of the water-tight compartments, the swinging out of boats on entering the danger zone, and the order to blow down to take on a pilot or to lie off Liverpool for the tide. It was left to Captain Turner's discretion to arrange the time of the vessel's arrival.

THE TITLE GUARANTEE & TRUST CO

Capital . . . \$ 5,000,000 Surplus (all earned) 11,000,000

176 B'way, N. Y. 175 Remsen St., B'klyn. 350 Fulton St., Jamaica.

There was any difference between 18 knots, the speed at which the Lusitania was proceeding when attacked, and 24.5 knots. Mr. Booth replied that no steamer making more than 14 knots was known to have been struck by a torpedo from a submarine until the Lusitania was hit.

The witness said the Cunard Company was unable to communicate with the vessel by wireless, except through the Admiralty, and therefore had given no wireless instructions to Captain Turner. General instructions given previously covered the closing of the water-tight compartments, the swinging out of boats on entering the danger zone, and the order to blow down to take on a pilot or to lie off Liverpool for the tide. It was left to Captain Turner's discretion to arrange the time of the vessel's arrival.

Reads of Warnings.

The witness said that all he knew relative to warnings issued to intending passengers was what he had read in English newspapers, having received no dispatch on the subject from the New York office of the company.

Mr. Booth was cross-examined by an attorney representing survivors as to whether the company "took any steps to prevent the Lusitania from entering the war zone on a schedule." The witness replied that he did not know what schedule time meant, but that Captain Turner had entire discretion.

Mr. Booth said he received no word from Captain Turner during the voyage. On the morning of the day the Lusitania was torpedoed the Cunard Company asked the Admiralty to communicate with the ship concerning threats against it.

The attorney for the survivors asked Mr. Booth whether he had heard of the Lusitania being run, for reasons of economy, merely to pay expenses. The witness said the bookings of first and second class passengers were nearly normal, but that the number of steerage passengers was only one-third the normal, which occasioned a loss.

Mersey Supports Booth.

Donald MacMaster, representing the Canadian government, asked Mr. Booth whether there had been installed on the Lusitania an apparatus for the detection of submarines. The witness responded he had no knowledge of the apparatus, but that Mr. MacMaster then asked whether, by calling out both watches, all the boilers could have been worked. Baron Mersey, president of the court, then intervened, saying: "What difference would the speed make?" He pointed out that the testimony thus far taken indicated that a speed of 18 knots might have

The witness said the Cunard Company was unable to communicate with the vessel by wireless, except through the Admiralty, and therefore had given no wireless instructions to Captain Turner. General instructions given previously covered the closing of the water-tight compartments, the swinging out of boats on entering the danger zone, and the order to blow down to take on a pilot or to lie off Liverpool for the tide. It was left to Captain Turner's discretion to arrange the time of the vessel's arrival.

Reads of Warnings.

The witness said that all he knew relative to warnings issued to intending passengers was what he had read in English newspapers, having received no dispatch on the subject from the New York office of the company.

Mr. Booth was cross-examined by an attorney representing survivors as to whether the company "took any steps to prevent the Lusitania from entering the war zone on a schedule." The witness replied that he did not know what schedule time meant, but that Captain Turner had entire discretion.

Mr. Booth said he received no word from Captain Turner during the voyage. On the morning of the day the Lusitania was torpedoed the Cunard Company asked the Admiralty to communicate with the ship concerning threats against it.

The attorney for the survivors asked Mr. Booth whether he had heard of the Lusitania being run, for reasons of economy, merely to pay expenses. The witness said the bookings of first and second class passengers were nearly normal, but that the number of steerage passengers was only one-third the normal, which occasioned a loss.

Mersey Supports Booth.

Donald MacMaster, representing the Canadian government, asked Mr. Booth whether there had been installed on the Lusitania an apparatus for the detection of submarines. The witness responded he had no knowledge of the apparatus, but that Mr. MacMaster then asked whether, by calling out both watches, all the boilers could have been worked. Baron Mersey, president of the court, then intervened, saying: "What difference would the speed make?" He pointed out that the testimony thus far taken indicated that a speed of 18 knots might have

The witness said the Cunard Company was unable to communicate with the vessel by wireless, except through the Admiralty, and therefore had given no wireless instructions to Captain Turner. General instructions given previously covered the closing of the water-tight compartments, the swinging out of boats on entering the danger zone, and the order to blow down to take on a pilot or to lie off Liverpool for the tide. It was left to Captain Turner's discretion to arrange the time of the vessel's arrival.

Reads of Warnings.

The witness said that all he knew relative to warnings issued to intending passengers was what he had read in English newspapers, having received no dispatch on the subject from the New York office of the company.

Mr. Booth was cross-examined by an attorney representing survivors as to whether the company "took any steps to prevent the Lusitania from entering the war zone on a schedule." The witness replied that he did not know what schedule time meant, but that Captain Turner had entire discretion.

Mr. Booth said he received no word from Captain Turner during the voyage. On the morning of the day the Lusitania was torpedoed the Cunard Company asked the Admiralty to communicate with the ship concerning threats against it.

The attorney for the survivors asked Mr. Booth whether he had heard of the Lusitania being run, for reasons of economy, merely to pay expenses. The witness said the bookings of first and second class passengers were nearly normal, but that the number of steerage passengers was only one-third the normal, which occasioned a loss.

Mersey Supports Booth.

Donald MacMaster, representing the Canadian government, asked Mr. Booth whether there had been installed on the Lusitania an apparatus for the detection of submarines. The witness responded he had no knowledge of the apparatus, but that Mr. MacMaster then asked whether, by calling out both watches, all the boilers could have been worked. Baron Mersey, president of the court, then intervened, saying: "What difference would the speed make?" He pointed out that the testimony thus far taken indicated that a speed of 18 knots might have

The witness said the Cunard Company was unable to communicate with the vessel by wireless, except through the Admiralty, and therefore had given no wireless instructions to Captain Turner. General instructions given previously covered the closing of the water-tight compartments, the swinging out of boats on entering the danger zone, and the order to blow down to take on a pilot or to lie off Liverpool for the tide. It was left to Captain Turner's discretion to arrange the time of the vessel's arrival.

Reads of Warnings.

The witness said that all he knew relative to warnings issued to intending passengers was what he had read in English newspapers, having received no dispatch on the subject from the New York office of the company.

Mr. Booth was cross-examined by an attorney representing survivors as to whether the company "took any steps to prevent the Lusitania from entering the war zone on a schedule." The witness replied that he did not know what schedule time meant, but that Captain Turner had entire discretion.

Mr. Booth said he received no word from Captain Turner during the voyage. On the morning of the day the Lusitania was torpedoed the Cunard Company asked the Admiralty to communicate with the ship concerning threats against it.

The attorney for the survivors asked Mr. Booth whether he had heard of the Lusitania being run, for reasons of economy, merely to pay expenses. The witness said the bookings of first and second class passengers were nearly normal, but that the number of steerage passengers was only one-third the normal, which occasioned a loss.

Mersey Supports Booth.

Donald MacMaster, representing the Canadian government, asked Mr. Booth whether there had been installed on the Lusitania an apparatus for the detection of submarines. The witness responded he had no knowledge of the apparatus, but that Mr. MacMaster then asked whether, by calling out both watches, all the boilers could have been worked. Baron Mersey, president of the court, then intervened, saying: "What difference would the speed make?" He pointed out that the testimony thus far taken indicated that a speed of 18 knots might have

The witness said the Cunard Company was unable to communicate with the vessel by wireless, except through the Admiralty, and therefore had given no wireless instructions to Captain Turner. General instructions given previously covered the closing of the water-tight compartments, the swinging out of boats on entering the danger zone, and the order to blow down to take on a pilot or to lie off Liverpool for the tide. It was left to Captain Turner's discretion to arrange the time of the vessel's arrival.

DIRECT PRIMARY DOOMED TO DIE AT CONVENTION

Plan for Restoration of Party Choices Meets No Opposition.

GUTHRIE FAVORS SAXE AMENDMENT

Calls Present System "Step to Anarchy"—Wickersham and Herrick Concur.

[From a Staff Correspondent of The Tribune.] Albany, June 16.—The foes of direct primaries saw victory to-day, when no opposition appeared against a proposed amendment of John Godfrey Saxe, Democrat, of New York, providing for the restoration of the party convention and, indirectly, the end of direct primaries at a hearing before the suffrage committee of the Constitutional Convention.

At the last session of the Legislature Senator Argetsteiner, of Rochester, introduced a bill for the same end. The measure was drafted by reactionaries of the Republican party and had the support of Tammany Hall, but it was dropped after public disapproval made itself known through the press.

William D. Guthrie, of New York; ex-Judge D. Cady Herrick, of Albany, and ex-United States Attorney General Wickersham, of New York, spoke in favor of the amendment.

The fact that two prominent Republicans supported a Democrat's amendment excited considerable comment, and the prophecy was made to-day that the convention would pass Mr. Saxe's bill, or one similar to it, unless public opinion voiced unqualified disapproval. It is an open secret that the practical politicians of the Democratic and Republican machines favor a return to the party convention.

Mr. Saxe's amendment also provides for a personal registration throughout the state. Only Mr. Herrick favored this provision of the bill.

Calls Present Method Scandal.

Mr. Guthrie said he believed the party convention was the proper vehicle for the nomination of state officers and all judges.

"It is of paramount importance," he declared, "that this important question be dealt with by the constitution. The manner in which election laws are being tinkered with by party conventions in this country is a reproach and a scandal throughout the civilized world."

Mr. Guthrie said the election machinery was too complicated for any one not an expert on election law to understand. "The system should be made as simple as possible, even though by making it so you may not be able to guard against every sort of fraud and error."

Direct primaries might be feasible in selecting local candidates, but had proved a failure as a state-wide institution, he declared. "The old system of nominating by party conventions is the only practicable system and the only representative way of choosing candidates."

Mr. Guthrie said reforms could not be effected through laws, but by teaching the people that government is theirs and that the responsibility for its conduct is theirs.

Mr. Guthrie said that we were now living in a state of anarchy due to twenty years of tampering with the election law.

On Verge of Despotism.

"In a little while," he continued, "the doubling and trebling of the cost of elections will drive the weary taxpayer from the present anarchy to despotism as a last refuge."

"We have a form of despotism already. In New York City certain nominations under the direct primary plan with its secret methods are made over a telephone, or through political wire pulling, and there is no way of fixing responsibility for the bosses' shift, this readily to the people's shoulders."

The party convention, he asserted, would prevent the people from letting the control of nominations go by default to practical politicians, self-seeking and busybodies. He said he hoped the time would come when all citizens would be compelled to vote, and when voting would be in the open and not in secret.

Ex-Judge Herrick, speaking in favor of a state-wide personal registration, said that election frauds were more common in rural communities than in the city. Personal registration now applies only in cities.

Mr. Wickersham advocated a thumb print method of identifying voters.

In pleading for the adoption of his proposed amendment to require two-thirds vote of the Legislature to make future alterations to election laws, LeRoy A. Lincoln, of Buffalo, said that in the last eleven years 500 sections of the statutes governing elections and primaries had been changed.

Organized labor's proposals to enlarge the powers of the Legislature to provide benefits for the worker were opposed to-day before the Industrial Relations Committee by representatives of employers.

The Knabe



The Perfect Player-Grand

is attained in this new Knabe production, combining the inimitable Knabe Grand Piano with a perfect player action.

The KNABE MIGNONETTE The KNABE MIGNON

PLAYER-GRAND \$1,250 in Mahogany

PLAYER-GRAND \$1,350 in Mahogany

CONVENIENT TERMS OF PAYMENT MAY BE ARRANGED

INSTRUMENTS TAKEN IN EXCHANGE

Warerooms. 5th Ave at 39th St.

The Perfect Player-Grand

is attained in this new Knabe production, combining the inimitable Knabe Grand Piano with a perfect player action.

The KNABE MIGNONETTE The KNABE MIGNON

PLAYER-GRAND \$1,250 in Mahogany

PLAYER-GRAND \$1,350 in Mahogany

CONVENIENT TERMS OF PAYMENT MAY BE ARRANGED

INSTRUMENTS TAKEN IN EXCHANGE

Warerooms. 5th Ave at 39th St.

living in a state of anarchy due to twenty years of tampering with the election law.

On Verge of Despotism.

"In a little while," he continued, "the doubling and trebling of the cost of elections will drive the weary taxpayer from the present anarchy to despotism as a last refuge."